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RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

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NATIONAL ADVISORY COMMITTEE FOR AFRONAUTICS

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RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

By Willard G. Smith

SUMMARY

The effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane are presented in this report. The investigation was conducted through a Mach number range of 0.60 to 0.90 and 1.20 to 1.70 at a constant Reynolds number of 3.2 million. The measured lift, drag, pitching-moment, and rolling-moment coefficients and lift-drag ratios are presented in tabular form and the drag characteristics and lift-drag ratios are also presented in graphic form. In addition, pressure distribution data are tabulated which may be used to determine the influence of the external stores on the wing load distribution at supersonic speeds.

Results of this investigation show that the addition of two external fuel tanks and four faired rocket packets to the model produced drag increments which increased from 30 percent to 50 percent of the drag of the basic model between Mach numbers of 0.60 and 0.90, respectively, while at supersonic Mach numbers this drag increment was approximately 30 percent of the drag of the basic model. Tests of the model fitted with four rocket packets indicate that the drag may be reduced at subsonic speeds by fairing the open rocket packets, but at supersonic speeds the faired packets produced more drag. A small decrease in drag was realized at supersonic speeds, for the model fitted with two fuel tanks and four rocket packets, by mounting the outboard packets and fuel tanks in a more forward chordwise position with respect to the wing.

INTRODUCTION

Knowledge of the increases in drag to be expected from the addition of externally mounted fuel tanks and armament under the wings and fuselage becomes increasingly important as the trend continues toward long-range, high-speed fighter airplanes carrying rocket-propelled armament. An



investigation of the effects of this type of external installation on the aerodynamic characteristics of a model having a low-aspect-ratio swept-back wing has been conducted in the Ames 6- by 6-foot supersonic wind tunnel. The model was fitted with various combinations of underthe-wing type rocket-packet and fuel-tank installations and tested at subsonic and supersonic Mach numbers at a constant Reynolds number. Two chordwise locations of the fuel tanks and rocket packets were investigated and the rocket packets were tested with the ends of the packets faired smooth and with the rocket tubes open. The results of this investigation are presented herein. The results of an investigation of the stability and control characteristics of this same model conducted in the Ames 6- by 6-foot supersonic wind tunnel are presented in reference 1.

NOTATION

The lift, drag, and pitching-moment coefficients are referred to the stability axes with the origin at the quarter-chord point of the mean aerodynamic chord projected to the fuselage center line. Rolling-moment coefficients are referred to the fuselage longitudinal axis.

```
b
            wing span, feet
            local wing chord measured parallel to plane of symmetry, feet
C
           wing mean aerodynamic chord \left(\frac{\int_{0}^{b/2} c^{2} dy}{\int_{0}^{b/2} c^{2} dy}\right), feet
           drag coefficient \left(\frac{\text{drag}}{\text{cS}}\right)
C_{D}
           increment of drag coefficient due to external-store installation
C_{D_n}
              or fuselage modification based on total wing area
              (C<sub>Dmodel + store</sub> - C<sub>Dmodel</sub>)
           lift coefficient \left(\frac{\text{lift}}{\text{gS}}\right)
CT.
           rolling-moment coefficient (rolling moment)
           pitching-moment coefficient (pitching moment)
c_{m}
           static pressure coefficient \left(\frac{p-p_0}{c}\right)
c_p
           lift-drag ratio
```



$\left(\frac{\overline{D}}{\overline{D}}\right)_{\max}$	maximum lift-drag ratio
M	free-stream Mach number
p	local static pressure, pounds per square foot
p_o	free-stream static pressure, pounds per square foot
Q	free-stream dynamic pressure, pounds per square foot
R	Reynolds number, based on the mean aerodynamic chord
S	total projected wing area, including area formed by extending leading and trailing edges to plane of symmetry, square feet
Y	spanwise distance from plane of symmetry, feet
α	angle of attack of fuselage longitudinal axis, degrees

APPARATUS

Wind Tunnel and Equipment

The present investigation was conducted in the Ames 6- by 6-foot supersonic wind tunnel. This is a closed-return, variable-pressure wind tunnel in which the pressure and Mach number can be continuously varied. The stagnation pressure can be varied from 2 to 17 pounds per square inch absolute and the Mach number can be varied from 0.60 to 0.90 and from 1.15 to 2.00. A complete description of the wind tunnel is given in reference 2.

The model was sting mounted with the pitch plane of the model horizontal in the wind tunnel to utilize the most uniform stream conditions. (See reference 2). A four-component electrical strain-gage balance, similar in design to that used in reference 3, was enclosed within the fuselage of the model. The aerodynamic forces and moments were registered by recording-type galvanometers calibrated by applying known loads to the balance.

Model

A model of a high-speed fighter airplane having a low-aspect-ratio, swept-back wing and a swept-back vertical tail but not horizontal tail was used in this investigation (fig. 1). A bubble-type canopy was faired into a dorsal fin which extended back to the vertical tail. Provisions



were made for fairing the vertical tail into the fuselage when the canopy and dorsal fin were removed. The wing had a leading-edge sweep angle of 52.5° and a taper ratio of 0.332 based on the theoretical wing tip. The wing was composed of symmetrical sections in streamwise planes having a thickness of 7.0 percent of the chord at the wing root tapering to 4.5 percent of the chord at the theoretical wing tip.

The model was fitted with inlets housed in wing-body juncture fairings with internal ducts allowing the air to flow through and exhaust at the rear of the fuselage. In this investigation the mass flow of air through the ducts was not adjustable; however, the ducts were constructed so that at supersonic speeds the exit was choked, limiting the inlet Mach number to 0.4. In order to accommodate the annular duct exit and the mounting sting, the boattailing on the model was somewhat less than would be expected on a full-scale airplane.

Rocket packets and fuel tanks were provided, to be attached to the wings in the locations shown in figures 2 and 3. The outboard rocket packets and the fuel tanks were mounted on unswept and swept-forward pylons as shown in figures 2 and 3. The purpose of the swept-forward pylons was to obtain a more forward location of these stores. The rocket packets were tested both with the fore and aft ends of the rocket packet faired smooth and with six holes open through the packet, to simulate conditions before and after firing the rockets.

Provisions were made to measure pressure distribution data at five spanwise stations as shown in figure 4. The location of the orifices on the upper and lower surfaces of the port wing are given in table I.

TESTS AND PROCEDURE

As a basis for comparison, tests were made of the basic model with canopy and dorsal fin in place and with no external stores installed. Lift, drag, pitching-moment, and rolling-moment data were obtained at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70 at a constant Reynolds number of 3.2 million, through an angle of attack range of -2° to +8°. Similar data were then obtained at corresponding test conditions for the following model configurations:

- 1. Basic model fitted with inboard and outboard faired rocket packets mounted on unswept pylons
- 2. Basic model fitted with inboard and outboard open-tube rocket packets mounted on unswept pylons
- 3. Basic model fitted with two external fuel tanks mounted on unswept pylons



- 4. Basic model fitted with inboard and outboard faired rocket packets and two external fuel tanks all mounted on unswept pylons
- 5. Basic model fitted with outboard faired rocket packets and two external fuel tanks mounted on swept pylons and inboard faired rocket packets mounted on unswept pylons
- 6. Basic model with canopy and dorsal fin removed (no external stores)

Pressure distribution data were obtained for the basic model and for the model fitted with four faired rocket packets mounted on straight pylons. These tests were conducted at Mach numbers of 1.20, 1.30, and 1.70 at a Reynolds number of 2.0 million. Data were obtained through an angle-of-attack range of -3° to +12° at 2° increments for the basic model and 4° increments for tests of the model fitted with the rocket packets. A tabulation of the test conditions is presented in table II.

Reduction of Data

The test data have been reduced to standard NACA coefficient form based on the total projected wing area including the area in the region formed by extending the leading and trailing edges to the plane of symmetry (fig. 1). Factors which could affect the accuracy of these results and the corrections applied are discussed in the following paragraphs.

Angle of attack. The determination of the actual angle of attack of the model under load required several corrections to be applied to the nominal angle. Corrections, determined from static load calibrations, were applied for the angular deflection of the sting and balance under aerodynamic load and for the angular movement due to structural clearance in the model support and balance. These corrections amounted to from 5 to 10 percent of the nominal angle, depending on the load.

Tunnel-wall interference. - Corrections to the data for the effects of the tunnel walls at subsonic speeds were made by the method of reference 4. These corrections which were added to the data were as follows:

$$\Delta \alpha = 0.377 C_{I}$$

$$\triangle C_D = 0.0066 C_E$$

The reflected bow wave did not intersect the model and so no tunnel-wall corrections were made for supersonic Mach numbers.



The effect of constriction of the flow at subsonic speeds due to the presence of the model was taken into account by the method of reference 5. This correction was calculated for conditons of zero angle of attack and was applied through the angle-of-attack range. At a Mach number of 0.90, this correction amounted to a 1-percent increase in Mach number and dynamic pressure over those values determined from calibrations of the wind tunnel without a model in place.

Support interference. Results of a wind-tunnel test of a similar model (reference 6) show that the effects of support interference consisted primarily of a change of pressure at the base of the model. In this test the base pressure was measured and corrections were applied to adjust the pressure at the base to free-stream static pressure. The drag values are, therefore, forebody drag coefficients.

Stream variations.— Tests were made at subsonic and supersonic speeds with the model in upright and inverted attitudes. Results of these tests showed no measurable indications of stream angle or stream curvature in the horizontal plane of the wind tunnel. Stream surveys of the Ames 6- by 6-foot supersonic wind tunnel (reference 2) show some curvature in the vertical plane of the wind tunnel, but the results of a subsequent investigation (reference 7) indicate that this curvature has little effect on the longitudinal aerodynamic characteristics of the model when pitched in the horizontal plane.

Internal duct drag. - The model was equipped with twin ducts through which air could flow. However, provisions were not made to vary the mass flow, so a study of the duct drag characteristics was not feasible in this investigation. The drag data presented herein are for the complete model; that is, the drag due to flow through the ducts has not been subtracted from the final drag coefficients.

Precision of Data

The accuracy of the test results, excluding stream effects, is shown by the repeatability of the data. Examination of the results showed the data to repeat with the accuracy shown in the following table:

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The base area used in this investigation was the entire base area of the model less the duct exit area.



	Acc	uracy
Quantity	$C_{L} = 0$	$C_{\rm L} = 0.25$
$\mathbf{c}_{\mathbf{D}}$	±0.0004	±0.0006
C_{L}^-	±.0016	±.0018
$C_{\mathbf{m}}^{-}$	±.0005	±.0005
c,	±.0006	±.0009
$c_{f p}$	±.005	±.005
M	±.03	±.03
R	±.03 × 10	e ±.03 × 10 ⁶
α.	±.1	±.15

The precision of the data presented herein is superior to that of the data in reference 1 because these data were obtained for a consecutive series of tests in the wind tunnel and the mounting of the model and balance was unchanged during this investigation.

RESULTS AND DISCUSSION

Only the data pertinent to a study of the effects of external fuel tanks and rocket packets on the drag characteristics of the model are discussed in this report. All the force and moment data obtained from these tests, including lift and rolling-moment coefficients and lift-drag ratios, are presented in table III, however. In addition, experimental static pressure coefficients obtained at Mach numbers of 1.20, 1.30, and 1.70 for the basic model and for the model fitted with four rocket packets are presented in table IV. Comparison of the data from these pressure distribution tests gives an indication of the effects of the rocket-packet installation on the air loads experienced by the model.

The effects of external stores on the drag characteristics of the model are presented in this report as the increments of drag coefficient incurred by the addition of external stores. Figure 5 presents the variation of drag coefficient with lift coefficient for the basic model at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70. As previously mentioned, the drag coefficients presented in this report include the internal duct drag. The increments of drag coefficient for the various store installations investigated are shown in figure 6 as a function of Mach number for 0 and 0.25 lift coefficients. This figure shows that at subsonic speeds the drag increment resulting from the addition of four rocket packets was somewhat less when the packets were faired, but at supersonic speeds fairing the packets increased the drag. The drag increments for two fuel tanks and four rocket packets, mounted in the aft chordwise location (unswept pylons), varied from approximately 30 percent of the drag of the basic model at a Mach number of 0.60 to 50 percent at

a Mach number of 0.90. For Mach numbers of 1.20 to 1.70 the drag increment for these same external-store configurations was approximately 30 percent of the drag of the basic model. Results of tests of the model with the stores mounted in two chordwise locations showed that the change in chordwise location had no significant effect on the drag at subsonic speeds. At supersonic speeds, however, the drag increment resulting from the addition of two fuel tanks and four rocket packets was somewhat smaller for the forward chordwise location (swept pylons).

The maximum lift-drag ratios for all the configurations tested are shown in figure 7 as a function of Mach number. These data are for the unbalanced model.

Results of this investigation show that the addition of external stores could appreciably affect the trim drag of the model. This effect is illustrated in figure 8 which shows the variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four rocket packets. The magnitude of the pitching-moment coefficient at zero lift for the basic model was quite small at all Mach numbers, but the model fitted with external stores showed a significant negative pitching moment at subsonic speeds and a positive pitching moment at supersonic speeds. These pitching moments, associated with the installation of external stores on the model, significantly influence the deflection of the longitudinal control surface required for a specific flight condition. Thus it should be noted that the drag coefficients presented for this investigation are for the unbalanced model and that the total drag for the model balanced with a control device will include an additional drag increment or decrement due to the change in control setting required to counteract the aerodynamic influence of the external store. Pitching-moment characteristics are shown for the model fitted with two fuel tanks and four rocket packets because they exhibit the most pronounced effects of external stores of all the configurations investigated.

CONCLUSIONS

The following conclusions are based on a wind-tunnel investigation of the effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane:

1. The drag increase resulting from the addition of two external fuel tanks and four faired rocket packets varied from 30 percent of the drag of the basic model at 0.60 Mach number to 50 percent of the drag of the basic model at 0.90 Mach number. At Mach numbers of 1.20 to 1.70, this drag increment was approximately 30 percent of the drag of the basic model.

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- 2. The drag coefficient, at subsonic speeds, for the model fitted with four faired rocket packets was smaller than with four open rocket packets. At supersonic speeds the four faired packets produced greater drag increments than the open packets.
- 3. The drag coefficients for the model fitted with two fuel tanks and four faired rocket packets were somewhat less, at supersonic speeds, with the outboard rocket packets and fuel tanks in a forward chordwise location. At subsonic speeds the chordwise location caused no significant effect on the drag characteristics.

Ames Aeronautical Laboratory
National Advisory Committee for Aeronautics
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TABLE III.- CONCLUDED (d) Tests 39 through 48



TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS, C_p (a) Basic model, M = 1.2

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13	093	066		017	.002	.010	.097	.145	-187	-270	10	030	085	107	126	152	196	223	259	279]203
14	072	055	034	.015	-002	.035 .036	.002	-123	.153	.205	47 48	.029	081	113	194	130	166	804	240	877	198
15 16	.232	- 239 - 076	037	.245 008	.014	-200	.260 .120	.270	-267 -237	.251	100		137		- 000	.086	.191	.284	-372		.702
17	.316	- 120	35	.299	.160	177	.119	-003	093	-158	20										
iá.	.008	063	136	163	-,222	307	361	- 111	322	271	RHRRA										
19											72	222	161	118		010	-030	-108	.182	.2V7	. 324
20	114	178	209	239	265	332	368	472	71.4		23	160	137	116		05	.012	.079	JA6	.209	-279
21	.02k	006	.017		085		167	207	261		2	209	186			112	077	.003	.076	-09	-153
22	-094	.oth	.022	005	018	073	115	153	197	226	75 77	178	175	15%	123	108	068	029	.009	.041	.085
23	.069	.026	-002	022	070	094	196		199		22	032	1,196	136	- 191	109	083	045	000	.051	.075
	-053	-010	017		056 081	096	130		207	229	1 36	16	177	- 168		-141	100	071	033	.005	.050
25 26	.055	007	037	060	001	128	159	193	235	271	- ⊊	.185	.036	026		227	389	- 722	631	- 716	747
27										200	29	017	064	144	195		436		611	639	- T33
26	264	31.3	325	330	344	366	323	847	224	173	61	.027	068		174	226	398	707	606	679	725
29	- 484	- 365		276	- 222	085	.065	.16	.305	- 109	62	.016	052	092	343	193	226	-,127	54	625	- 700
36	473	476	- 101	386	309	234	.088		.155	.256 .142	63 64	00*	069	103		1/8	209	317	463	763	622
31	146	115	110	082	068	044	.005	.036	.087		64	033	098	126		175	215	264	- 404	535	624
32	097	067	046	020	.005	.0k1	.087	.139	.194	.291	65	018	138	179	197	- 201	263	290	一亚		1.555
33	111	086	065	.060	009	.oki	ns.	.178	.233	.300	. 66	096	3/19	174	191	217	259	291	316	44L	494

Orifice				A	sele a	r stte				
No.	-30	-10	00	10	50	†o	60	80	100	120
67										
68	-0.063	-0.131	-0156	-016	-018	-0355	-0.262	-0.320	-0101	-0k5
69	.009	056	109	126	138	IA7	173	226	31A	33
70										
71	- 5.5									
72	343		- 208			.005	-108	.185	.266	.34
73	30	200	145	094	077	-022	.096	.174	.245	-30
74				136	118	064	-002	.061	.107	.16
卫	923 218	192 191	172		153		044	-013	.051	.10
76	216		- 193		-170	197	06+	020		02
77	160	178	137		097	037	OI.	Tro.		.10
	- 201	166	1/12	174	135	090	072	017	.026	
79 80	166	175	- 172		10		088	071	018	-03
Bī.	224	032			243	448	763	679	728	73
80	-043	072		- 245	- 116	466	702	665	~.730	72
83	005	086	142	19	276	450	772	666	728	
84	.001	056	103	155	214	~- 377	499	589	622	6
85 86	028	071	103		156	905	323	437	737	59
86	087	149	180	191	971	244	276	366	-,498	7
88	167	226	266	265	291	336	374	401.	708	17
88	177	204	219		271	264	312	321	+39	48
89	086	-169		222		256	237	236	408	
90	126	234	113					- 399	.448	
91	461	321	226	160				المنتف	.296	
92	394	294	918			.005				
93	333	234	166		079					
94	188	177	156				~-003	060		
95	242		29			165	108 109	000		
96	260	245	- 235	216			106	073		
97	223 189				- 203 - 193			079		



COMPEDIENTITAL

TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice				- 1	ngle o	of atte	Lak				Orifice				Å	agle of	attec	k			
Zo.	-3°	-10	00	10	8 _D	70	65	80	100	120	No.	-30	-10	00	70	20	40	60	80	10	Т
0	1.438	1.437	1.440	1.449	1.463	1.459	2.454	1.445	2.432	1.411	34	-0-104	-0.091	0.060	0.016	0.002	0.000	0.072	0.126	0.200	ю.
1											3hA	064	059	032	011	014	.026	.102	.164	.217	
8	:233	-470	-433	.411	.389	.336 262	.291	.244	-208	.156	35 36	119	077	087	066	038	0	019	-096	133	1
3	.432	306	.356	.322 .485	.320	.262	.219	-176	.110	.099	36	144	131	110	086	060		-017	-066	ولد.	
*	.662	- 250	.526	.485	- 59	397	-346	.296	- 253	.209	37	226	215	206	182	160		08e	043	-001	
3	.047	.77	.520	-498	. 479	.440	-396	.351	.31.2	.275	36	- 337	~335	331	320	299	207	257	225		
9		-021	008	027	038	063	090	124	145	171	39	.ili	.010	-001	074	198		320	403	469	
Į.	004	- 303	325	- 318 - 065	353	359 -072	388	395	362	369	A1	.035	027	184	15	209	294	371	436	498	
ă	.072	.070	.027	.012	.008	019	033	048	065	091	42	.037	006	079	107	- 129	260	350	421	470	1-
á	-064	.062	.015	.002	007	012	069	092	117	146		.007	023	056	080	- 101	140		- 220	- 13	
ŭ											13	060	000	11	141	160		- 227	- 26	- 297	
19	-157	.186	.215	. sh8	-260	. 112	.039	.436	.497	-772	MA.	080	100	123	141	160		225	260	- 276	
13		029	au	-011	.036	-332 -069	.115	.156	.208	.256	46	048	073	103	129	142		206	- 314	- 3 6	
Į.	044	029	013	.006	-024	.019	.093	.139	-170	.ere	47		L								1.
15	.240	.235	.231	-838	.243	24.3	.006	.258		.968	48	054	080	108	196	138	169	202	211	253	1-
16	062	055	039	020	-004	.olo		.134	730	.243	19	949	163	000	005	-076		-277	-335	. 414	
17	.602		.463	.111	.367	.302	-239	.147	-075	-006	50	i	<u></u> -								1-
18	-076	-010	037	087	119	176	240	300	360	407	51			{ }	-						J-
19										7.5	32 33 34	900	171	135	095	051	007	-066	-139	.216	
BO	197			223	249			390	35		32	160	150	196	093	061	006	-055	-114	-118	
21. 22	049	067	126	143	163	209	246	286 130	-:331	387	22	197	180	160	134	10+	066	017	-032	.067	
	.029	.006	.001	025	040	077	111	120	171	806	22 26	193	100	163	139	114	004	037	-007	-052	L
2	.054	.001	005	025	043	075	109	-141	- 169	- 203	77	154	161	152	140	196	1m	068	020	.017	ľ
25	.029	b	033			-301	136	171	201	-,220) j š	- 193	193	- 161	163	- 139	111	067	033	014	
96											39	.192	-097	010	OTI	139	241	363	128	495	
27											29	.040	015	104	183	- 2-3	333	- 410	477		
28	262	280	296	309	317	340	359	379	394	419	61	.023	030	066	139	195	266	371	436	:33	l-
29	305	261	240	201	141	034	.134	.181	-375	.490	60	.019	028	OT5	123	178		378	449	506	
30	306	393		355	319	257	151	045	.107	16)	63	.001	036	076	100	119	165	286	380	443	1-
31	736	1-199	094	070	053	030	.019	.058	137	.144		-030	067	097	119	136	~.174	216	307	362	
32		069		029	001	.096	.065	.111	.189	.215	2	094	336	340	110	179	212	246	310	360	
33	109	009	002	041	012	.024	.078	.130	.209	.272	- 00	307	135	158	178	193	218	251	298	340	Ŀ

Orifice					Angle	of at				
E ₀	-30	-10	0	10	20	fo	B	80	100	120
67		*		1	1					
68	-0.098	-0.129	-0.171	0.163	0.178	0.207	-0.236	-0.886	0.346	-0.115
69	-072	-098	111	-,131	-146	-178	199	-,934	-,977	-,298
TO	-									
71										
72	289	-,250	198	-,150	-,101	~.023	.068	,156	.233	.310
73	- 273	-917	- 160	- 109	068	.001	.075	156	.219	.206
72										
75	-,801	-193	170	138	-,118	067	011	.022	.303	.166
75	230	- 193	174	156	137	_100	047	.019	.066	.190
77	-216	- 203	188	172	- 156	- 129	076	-,013	.025	.068
75	-,175	-175	137	197	- 100	-,063	012	.035	.063	-100
79	- 807	-190	178	- 16%	140	- 100	-,055	009	COT	.070
120	- 210	196	- 149	-161	148	-115	077	039	005	.038
80.	.220	.136	.030	065	- 143	- 872	376	- 477	-,526	576
82	.011	031	100	189	277	341	- 404	-,481	-541	502
83	-,000	-,054	-,117	-,190	-,269	360	-,439	50-	550	505
84	.005	-,033	-,083	-,133	-, 190	-,301	391	-,456	593	228
85 86	-011	037	-,078	-,114	145	237	331	-,406	-,472	513
86	-,066	-,109	-,136	-155	-,177	009	-,260	-395	369	-450
85	-,178	197	-,991	-,012	997	203	-,310	343	386	-,446
88	-,177	-,193	,207	213	-,225	-,944	273	-,290	326	398
89	179	170	079	-,809	-,234	241	-243	134	-,261	359
90	-311	199	-,086	.013	.087	.186	,287	.367	.407	.479
91. 98	- 365	-,296	-,910	-118	091	009	.090	.179	.249	.330
92	368	351	258	192	-, 127	033	.079	.144	,919	.263
93 94	-,297	-,278	-,202	139	-,091	023	.060	243	.204	.275
94	-,234	-,917	-,186	-,147	-,112	076	024	035	.063	.139
95 96	- 255	-0.1	_,999	203	-,184	-,158	128	058	019	.030
96	-,264	-,9k5	225		-, 188	16e	-,114	055	,009	.037
27	-,226	013	904	195	183	156	110	- 065	027	.090
QA .	220	_ 919	- 2013	100	- 186	_ 160	118	07%	- 035	.006

(c) Te	HABLE
Tests 24	HI.
through 38	CONTINUED

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	SENGERY SENGERY	272 275 2 60 4 10 10 10 10	8486862 60 - 60 - 60 - 60 - 60 - 60 - 60 - 60 -	2488848 64 64 66	\$ \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ρ
	£#898E9	485888	- 100 mm	25 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	666. 666. 667.	r_0
	99999	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	8999999	1000 PE 3.0	0.00000 0.00000 0.00000 0.00000 0.00000	B
	20000000000000000000000000000000000000		88288B	\$8288B	9899826	C
	-0005 -0005 -00013 -00013 -00013			10000 10000		12
	-1956. -1956.	1 3 6 188	1 88 64 F	88253	FFF.00	α/1
4	ł	± 18	늄	8	8	That
ю. Виз	4 4 4 5 5 5 8 5 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5	8 2548438	388636# \$946.	. d . 014.00 25386558	96.45.458 96.45.458	P
- 00.2		1 11		1025858	\$3.55 \$3.55	₂
99	933559 934658		10000000000000000000000000000000000000	200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.01.47 0.01.47 0.01.00 0.00 0.	G
Řġ	\$\$2233	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	888888 88888	828FF88	288888	ß
0.0011		0000	1 0 1 0 0 0	9000 9000 9000 11000 11000 11000	- 0000 -	S
1 1	5.50 p.	84428 8448	7588 7777	8 R X F B : 1	888831 2020	\$
	88	57	ų	K	ft At	9 5
0.70	49598898	: d a+ca.	38888888888888888888888888888888888888	95755 368638	* * * * * * * * * * * * * * * * * * *	P
į	***	**************************************	\$ 18 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2 4 5 5 5 F	# # # # # # # # # # # # # # # # # # #	દ
SPOT.	3922592 34728E	200 PET 1810 PE			0.0470 0.0470 0.0470 0.0470	ક
	388 388	822222 822228 822228	28688888	28EF88	88 339E8	P
.0016	0000	2000 2000 2000 2000 2000 2000 2000 200			-00007 -00004 -00004 -00004	c ₂
	25.888B	848488 86868	\$\$\$ \$\$\$ \$\$\$\$		28882 61666	둫

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5 K E	3 3 3	1.0	2.5	28	37.5	بر 3 ق	88	<u>.</u>	,	3 6	18	2.17 17.5	3	2.13		8.8	5	٠ د	3 =	.57	b.14	18	8.63	£.5	3	3 :		۲. ۱۰.۹	,
388	E	 26.	Þ.	5	è i	J.	0	1.020	į	18	671.	ġ <u>;</u>	202	005	E	-408	3	9,9	9 9	024	- 102	- 018	· *	-337	219	101	202		3
1973 1974 1974	0360	9.0	.0127	2 2 3	0.00	015	.0112	.0 <u>109</u>	ונכטי	0779	.0570	0.00	2.0	0496	S	TOOT.	95,00	0578	20	045	0496	-0 15 7	jo d	-077	058	2.5	5.5	0.00	2
883	-036	8 C	008	0	001	2003	- 02	003	-000	200	036	. e	3	.02		~~	$\overline{}$	-	20	_			$\overline{}$	_	_	-		030	7
				-				_		- 0017	00	.001	300	000	08	00I	0	2	1002	002	2	001	0				_	0003	_
3 4 6	77	0 1	7.97	¥.39	1.95	1	1	1	3	3.72	3.1	1.87 1.87 1.87	3 ‡	:	8	14.08	5 1 1	31	3,8	.53		7	2	91.36	53.77	8 2 30	, F		2
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28. 27. 27. 27. 27.	8.5 00 0	9	9.0	Ÿ	7	182	-	8	6.73	. ·	.: ::		- L	7	11.00	16	13.15	۲ 8	00 p	15	2.2	85	2 t	,	1.11		27.33	17.21	
\$ P.	572	22	9	È	363	1	8	ġ.	Ė.	12 15	:3	0.00	58	-029	.191	-73	.676	. 93	Se	183		ទ្ធផ្	3 5	163	ខ្ញុំ	- 02	, ig	0.89	
1795	.0703 20703	95		03.6	0743	0.0		.0888	8	R F	ė	010	36	-0109	2,00	.203	.1590	.1136	.0723	88	0230		0.00	96	.0115	01.15	3.00	0.2433	
1	<u>.</u> .	0.7		8	.078	9	3	9	8	ee	- 06	00	3	002	_				2 6	$\overline{}$	$\overline{}$			_	_		- 000	, J.	
.0017	8	.0027	9	-002	.0007	8	3	1	000	0000	001	00 L	30	001					88				- 1	_	,	,		0.00	
3.00			_		_			_	86	_				-					3 6					1	-	_	_	3 ys	1
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ÿ		£ 12	.172	8	3	1/2	4	0	age	ġ	Š	8	į.	.092	20	-30	.		}									- 6.63 - 63 - 63	
-167	1089	0602	0	.0366	03	003	2	0303	940						-0314				226									0.0355	
													_	_	8			_]	5	197	3	0.7	8	9	3	033	88	
/mor-	9700	0017	0015	2100	96	0000	0002	0006	000	0008	0008	0015	0016	0019	0016	0006	- 000			2		000	OTO0-	9	38	000	000	0.009	I
	3		TAL	10		-	÷		-	مر	-		÷	10	1.E	1		1		<u>~</u>	<u>.</u>	==	5	101	- -	1 (5		I

TABLE III.- CONCLUDED (d) Tests 39 through 48



TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS, C_p (a) Basic model, M = 1.2

								_										-			
Orifice				A	gle ci	atriac	ık .				Orifice					-	f atta				
No.	-30	-10	8	10	g _o	70	6	90	100	120	No.	-3°	-10	O _O	10	20	Ťa	60	80	100	150
0	1.354	1.377	1.366	1.368	1.399	1,354	1.392	L.392	1.376	1.372	34	-0.103	-0.016		0.065	-0205	0.011		0.165	0.222	0.295
1											344	~115	074	062	030	003	-038	.101			.290
2	489	.438	-104	.361	.200	.296	.276	.207 7.LL.	.153 .098	.116	35	126 1A1	104	085	053	032	.018 003	.074	.138	.187	-237
3	409	- 358	.326	-303	-250	.229	-190 -380	-74		-067	200	- 206	- 21	102	069	072 177	151	081	ou	007	.038
2	.607	-596	.581 195	303 507 507	:733	-103	-300	-35	.271	.226	F 99.92	308	- 331	- 33	310	- 339	- 304	277	- 251	227	165
2	- 022	- 062	001	-F(0	113	1.2	.368 168	-334 -192	.197	- 240	- - -	.179	.030	02	124	- 208	- 56	479	564	678	737
•	- 345	- 307	106	096	431	- 447	440	- 115	105		¥6	.077	024	088		243	318	- 465	570	656	706
ė i	.108	104	095	.103	.095	.082	069	.057	.011	-074	41	.016	032	083	126	175	331	446	55	624	677
•	.002	034	049	068	066	126	162		226		100	-032	036	074		115	167	248	160	-72	642
10	.059	.018	003	016	035	070	094		147	159	75	016	046		09k	100	175		266	409	603
21											. tt	010	103	129	160	184	232	269	296		300
12	.109	.158	-161	.215	.248	.040	.361	.417	. 469		45	067	103	123	126	168 152	196	248	206 259		286
13	093	066		017	.002	.040	.097	.145	-187	-270	70	050	007			138					
14	072	055	034	.015	-002	.036 .276 .076	.260	.123	.153 .265	.200	47	.029	081	113	194	130	166	204	Sio	275	196
15 16	.232	056	037	008	.02	-200	.120	180	-237	.251	49		137		000	.066	.191	.264	-372		.502
17	.316	000	300	.299	.160	iñ	.119	-003	093	-158	9 0										
ĩĂ.	.008	083	136	163	220	- 307	361	444	722		2 2 2 2 2 3 A				- 5.5						
19											22	222	-161	هيد		010	-030	-108	-186	-247	.324
20	114	178			268	332			:		23	160	137	116		05	-012	.079	JA6	.209	-279
21	.024	006	.017	061	065		167	207	261		1 Z	209 178	186 175	163	129	112 108	055	.003	.009	.09	-153
82	.094	.044	.065	005	018		115	153	197	295	75 76 77		[-·+12						-009		
23	.069	.028	017	022	070	094	196 130		199	226	- ~~	032	1,196	136	- 191	109	063	01/5	000	.051	.013
85	-053	007	037	060	081	120	159	193	235		15	16	177	168		141	100	071	033	.005	.020
26	.000	007	031	00				[33	L. 2.2.		29	.185	.056	026		227	389	722	631	716	747
27										L	60	-047	064	144	195		436		611	609	733
26	264	313	325	330	344	366	323	245	21A	173	61.	.027	068		174	226	398	707	606	- 679	725
29	424	365		276	222		.065	-264	-305	-109	62	-016	025	092	343	193	228	127	25	605	1-799
30	473	456	404	386	309	23	-088	.036	.155	.256 .112	63 64	004	069	103		-118	209	527	463	- <u>조</u> 3	622
31	IA6	115	110	082	068	04	.005	-043	.087		O+	033 018	098 138	126	143 197	175	215 263	26	- 372	- 535	62
32	097	067	046	010	.005	.041	.087	-139	.194		65	096	- 56				259	- 291	1.46		1:30
33	111	086	065	.060	009	.oki	ns.	.178	.233	.300				1-	191						

8050	ifice				A	sele o	* attac				
69		-30	-10	00	10	50	†o	60	80	100	120
69 .009 .076 -109 -128 -138 -147 -173 -228 -314 -70 -71 -233 -239 -238 -138 -069 .007 .102 .187 .286 -71 -71 -233 -239 -238 -138 -069 .007 .102 .187 .286 .71 -233 -134 -064 .001 .03 .107 .71 -224 .128 -139 -118 -064 .001 .03 .071 .72 -128 -139 -118 -109 -044 .03 .071 .77 -216 -236 -139 -176 -176 -177 .04 .03 .071 .77 .216 -236 -139 -176 -179 .090 .092 .007 .006 .000 .017 .78 .189 .198 .177 .116 .097 .037 .004 .030 .025 .007 .78 .66 .173 .122 .125 .139 .136 .136 .73 .679 .728 .20 .000 .006 .128 .20 .006 .006 .006 .006 .006 .006 .006	67										
70		-0.063									-0k51
72 - 343 - 259 - 268 - 138 - 069 - 0.05 - 1.02 - 1.65 - 245 - 1.74 - 2.65 - 2.65 - 2.75 - 2.65 - 2.75 - 2.65 - 2.75 - 2.65 - 2.7		.009	056	109	126	138	1.47	173	226	3IA	33
73 - 343 - 259 - 268 - 139 - 069 - 001 - 102 - 185 - 265 - 174 - 200 - 145 - 054 - 075 - 022 - 096 - 174 - 245 - 275 - 128 - 139 - 118 - 054 - 077 - 028 - 077 - 021 - 174 - 187 - 187 - 187 - 187 - 187 - 187 - 187 - 187 - 187 - 187 - 054 - 020 - 071 - 187 - 187 - 187 - 187 - 054 - 020 - 071 - 187 - 187 - 187 - 187 - 054 - 020 - 071 - 187 - 187 - 187 - 054 - 020 - 071 - 086 - 186 - 175 - 178 - 178 - 178 - 178 - 178 - 072 - 072 - 073 - 086 - 187 - 178 - 178 - 178 - 178 - 178 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 071 - 088 - 188 - 188 - 071 - 188 - 175 - 266 - 782 - 666 - 782 - 666 - 782 - 666 - 782 - 666 - 782 - 666 - 188 - 188 - 071 - 073 - 188 - 175 - 288 - 288 - 188 - 071 - 188 - 175 - 288 - 288 - 1											
73 -304 -200 -149 -094 -077 -022 -096 -171 -849 74 -223 -192 -172 -135 -118 -084 -001 -081 -107 76 -216 -191 -174 -167 -153 -100 -044 -013 -031 77 -216 -206 -193 -176 -176 -176 -187 -084 -000 -077 78 -169 -159 -137 -116 -097 -037 -034 -031 -034 79 -201 -136 -132 -134 -139 -090 -022 -037 -036 80 -166 -175 -122 -156 -140 -116 -088 -031 -036 81 -224 -032 -088 -130 -243 -488 -783 -679 -788 -80 -036 -060 -136 -137 -136 -387 -383 -486 -78 -666 -112 -84 -276 -383 -77 -666 -112 -84 -276 -383 -77 -666 -112 -84 -276 -383 -77 -666 -112 -84 -276 -383 -77 -366 -112 -84 -276 -383 -77 -383 -383 -383 -383 -383 -383		- 5.5									
78 -223 -152 -172 -135 -115 -064 -011 -061 -107 76 -216 -151 -174 -167 -173 -100 -044 -013 -071 77 -216 -266 -153 -176 -170 -127 -064 -020 -077 78 -169 -155 -137 -116 -097 -097 -04 -030 -077 79 -201 -166 -172 -174 -175 -090 -072 -017 -026 80 -166 -177 -172 -175 -174 -175 -090 -072 -017 -026 81 -224 -073 -075 -175 -247 -175 -266 -771 -026 82 -043 -072 -175 -247 -176 -466 -72 -666 -710 -26 83 -005 -066 -182 -194 -276 -466 -72 -666 -710 -26 84 -001 -076 -103 -177 -214 -377 -777 -666 -712 -26 85 -005 -066 -182 -191 -271 -284 -377 -775 -666 -712 -26 86 -077 -149 -152 -171 -211 -244 -276 -966 -476 -87 -167 -226 -266 -270 -225 -277 -275 -866 -175 -275 -275 -275 -275 -275 -275 -275 -2											-34
77 -229 -192 -172 -139 -116 -050 -001 -051 107 76 -216 -193 -174 -167 -153 -100 -054 0.3 0.5 77 -216 -206 -193 -176 -170 -127 -054 -020 0.1 78 -169 -193 -175 -176 -170 -097 0.0 79 -201 -186 -222 -154 -139 -090 0.2 0.7 0.2 80 -166 -177 -122 -156 -130 -243 -130 -002 0.7 0.2 81 -224 -032 -026 -133 -243 -146 -583 -671 -026 82 -043 -072 -156 -247 -156 -466 -582 -669 -710 -268 83 -006 -066 -182 -194 -276 -450 -712 -669 -712 -86 84 -001 -076 -103 -132 -156 -207 -323 -477 -275 85 -086 -071 -103 -132 -156 -207 -323 -477 -275 86 -077 -149 -182 -191 -211 -244 -276 -366 -493 87 -167 -226 -266 -267 -291 -291 -291 -294 -392 88 -175 -204 -295 -295 -291 -294 -392 -391 -394 89 -066 -169 -199 -222 -240 -256 -277 -236 -466 90 -426 -234 -113 -002 -032 170 -326 -394 -461 -596 90 -426 -234 -113 -002 -032 170 -326 -399 -446 91 -168 -177 -136 -160 -009 -024 144 -21 -226 -296 93 -133 -234 -166 -107 -077 -077 -077 -075 149 -296 94 -188 -177 -156 -116 -103 -050 -003 -044 -086 95 -242 -244 -251 -139 -126 -166 -166 -005 -003 96 -260 -244 -251 -256 -256 -276 -107 -007 -007 -007 -007 -008 96 -260 -244 -251 -256 -256 -260 -003 -044 -086 96 -260 -244 -251 -256 -256 -166 -166 -005 -000 96 -260 -247 -256 -256 -276 -116 -106 -005 -007 -007 -007 -007 -007 -007 -007	<u>7</u> 3 (301	200	147	094	077	-022	-090	.174	.277	-30
76 -28 -19 -17 -187 -187 -193 -100 -044 0.3 071 77 -216 -208 -193 -176 -170 -187 -054 -050 0.17 78 -169 -188 -137 -116 -097 -037 0.4 0.3 0.7 79 -201 -186 -137 -116 -097 -037 0.4 0.3 0.7 79 -201 -186 -137 -116 -17 0.90 0.7 80 -186 -177 -122 -134 -137 -090 0.7 81 -224 -032 -038 -130 -243 -446 -733 -679 -728 -66 0.3 0.7 82 -043 -072 -156 -247 -156 -430 -772 -666 -712 -83 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.						7.0	-6	- 000	263	707	.16
77											.10
1.69											02
											.10
60 -1661 -177 -132 -138 -1360 -116 -068 -071 -008 81 .224 -032 -028 -130 -343 -148 -783 -679 -788 - 82 .043 -072 -136 -247 -316 -466 -782 -667 -788 - 83 -000 -066 -182 -194 -276 -496 -782 -666 -712 - 84 .001 -096 -103 -177 -214 -377 -499 -769 -682 - 85 -088 -071 -103 -132 -136 -207 -333 -477 -337 - 86 -087 -149 -182 -131 -281 -284 -312 -321 -498 - 87 -187 -226 -266 -299 -291 -396 -374 -401 -708 - 88 -177 -226 -266 -299 -291 -396 -314 -312 -321 -439 - 89 -066 -169 -199 -222 -240 -25 -237 -236 -401 - 90 -426 -234 -113 -002 -032 -170 -336 -399 -446 - 91 -461 -31 -226 -160 -089 -084 -184 -214 -316 - 92 -334 -234 -216 -107 -079 -007 -086 -178 -228 - 93 -133 -234 -166 -107 -079 -007 -086 -178 -228 - 94 -188 -177 -176 -118 -103 -060 -003 -044 -088 - 95 -242 -244 -251 -216 -116 -166 -106 -060 -020 -086 -128 -247 -256 -277 -236 -106 -089 -											.07
81	åã l								071		-03
82									679	728	73
84 .001 -076 -103 -175 -214 -377 -499 -759 -622 - 85 -084 -071 -103 -175 -214 -377 -323 -437 -325 - 86 -087 -149 -152 -151 -211 -244 -276 -366 -496 - 87 -167 -226 -266 -297 -251 -356 -374 -401 -706 - 88 -177 -226 -266 -297 -256 -277 -236 -266 - 89 -086 -169 -199 -222 -240 -256 -237 -236 -266 - 90 -126 -234 -113 -022 -032 -170 -326 -329 -166 - 91 -161 -321 -226 -160 -089 -084 -184 -214 -226 - 92 -394 -294 -216 -107 -077 -076 -169 -290 - 93 -133 -234 -165 -107 -079 -007 -086 -172 -222 - 94 -188 -177 -156 -107 -079 -007 -003 -044 -088 - 95 -242 -244 -251 -252 -256 -257 -160 -107 -007 -007 -007 -008 -009 -004 -088 -104 -086 -105 -079 -105 -106 -106 -106 -000 -000 -000 -000 -000					- 245					~.730	72
850.80.11031321562073233712254860671491581912112412482684984984982662692913263664982012	83 l	005	086	142	19	276	450	772	666		70
87 -1.67 -2.26 -2.66 -2.27 -3.51 -3.55 -3.74 -4.01 -7.08 -3.51 -3.21 -3.	8Ē	-001	056	103	155	214	~- 377	499	589	622	6
87 -1.67 -2.26 -2.66 -2.27 -3.51 -3.55 -3.74 -4.01 -7.08 -3.51 -3.21 -3.	85	028								737	59
89085169199222240275277256207 90ke6234213002032 1.770 .326 .399 .446 91ke1321226160069 .024 .124 .224 .236 92334234216134031 .007 .007 .169 .230 93333234166107077007 .005 .172 .222 94188177196118103060003 .044 .086 97242244221219196168168060020 96260247257256227169107047017	86										72
89085169199222240275277256207 90ke6234213002032 1.770 .326 .399 .446 91ke1321226160069 .024 .124 .224 .236 92334234216134031 .007 .007 .169 .230 93333234166107077007 .005 .172 .222 94188177196118103060003 .044 .086 97242244221219196168168060020 96260247257256227169107047017	ब्य े	167						374			7
90 -168 -294 -113 -002 -032 .170 .365 .399 .446 91 -161 -321 -226 -160 -069 .084 .184 .284 .285 92 -394 -294 -166 -105 -079 -007 .086 .172 .222 93 -133 -294 -166 -105 -079 -007 .086 .172 .222 94 -188 -177 -178 -118 -103 -060 -003 .044 .086 95 -286 -247 -231 -216 -116 -168 -106 -060 -020 96 -260 -247 -257 -216 -217 -167 -107 -047 -017	88 j										48
91 - 161 - 321 - 226 - 160 - 069 - 024 - 124 - 221 - 286 92 - 394 - 294 - 216 - 124 - 051 - 057 - 067 - 066 - 172 - 222 93 - 333 - 234 - 216 - 126 - 107 - 077 - 066 - 172 - 222 94 - 188 - 177 - 196 - 118 - 103 - 060 - 003 - 044 - 068 97 - 242 - 244 - 251 - 215 - 136 - 168 - 166 - 060 - 020 96 - 260 - 245 - 257 - 216 - 227 - 167 - 107 - 047 - 017											
98 - 394 - 294 - 218 - 144 - 091 - 007 - 086 - 178 - 229 93 - 333 - 294 - 166 - 107 - 077 - 086 - 178 - 229 94 - 188 - 177 - 178 - 118 - 113 - 060 - 031 - 044 - 080 95 - 242 - 244 - 251 - 219 - 136 - 126 - 106 - 060 - 020 96 - 260 - 247 - 257 - 256 - 227 - 156 - 107 - 057 - 017									- 397		
93 -333 -234 -166105079007 .086 .172 .222 94 -183177156118103060003 .044 .088 95242244231 -5.195196168106060080 96260245257216217169107047017											
94 -188 -177 -198 -118 -103 -060 -003 -044 -068 97 -244 -241 -191 -196 -168 -106 -060 -020 96 -260 -245 -255 -216 -217 -169 -107 -047 -017			294								
95242244251219196168106060080 96260245255216217165105045017	93										
96260245235216217165105045017											
AL [AR][RT([RT0]RD0]RD3[T4][T00]0(2]02(]	20 (
96182205209205195148114079040											.03



COMPEDIENTITAL

TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice				- 1	ngle o	of atte	Lak				Orifice				Å	arie or	attec	k			
Zo.	-3°	-10	00	10	8 _D	70	65	80	100	120	No.	-30	-10	00	Jo .	20	40	60	80	10	Т
0	1.438	1.437	1.440	1.449	1.463	1.459	2.454	1.445	2.432	1.411	34	-0-104	-0.091	0.060	0.016	-0.002	0.000	0.072	0.126	0.200	ю.
1											3hA	064	059	032	011	014	.026	.102	.164	.217	
8	:233	-470	-433	.411	.389	.336 262	.291	.244	-208	.156	35 36	119	077	087	066	038	0	019	-096	133	1
3	.432	306	.356	.322 .485	.320	.262	.219	-176	.110	.099	36	144	131	110	086	060		-017	-066	ولد.	
*	.662	- 250	.526	.485	- 59	397	-346	.296	- 253	.209	37	226	215	206	182	160		08e	043	-001	
3	.047	-57	.520	-498	. 479	.440	-396	.351	.31.2	.275	36	- 337	~335	331	320	299	207	257	225		
9		-021	008	027	038	063	090	124	145	171	39	.ili	.010	-001	074	128		320	403	469	
Į.	004	- 303	325	- 318 - 065	353	359 -072	388	395	362	369	A1	.035	027	184	15	209	294	371	436	498	
ă	.072	.070	.027	.012	.008	019	033	048	065	091	42	.037	006	079	107	129	260	350	421	470	1-
á	-064	.062	.015	.002	007	012	069	092	117	146		.007	023	056	080	- 101	140		- 220	- 13	
ŭ											13	060	000	11	- 141	160		- 227	- 26	297	
19	-157	.186	.215	. sh8	-260	. 112	.039	.436	.497	-772	MA.	080	100	123	141	160		225	260	- 276	
13		029	au	-011	.036	.332 .069	.115	.156	.208	.256	46	048	073	103	129	142		206	- 314	- 3 6	
Į.	044	029	013	.006	-024	.019	.093	.139	-170	.ere	47		L								1.
15	.240	.235	.231	-838	.243	24.3	.006	.258		.968	48	054	080	108	126	138	169	202	211	253	1-
16	062	055	039	020	-004	.olo		.134	730	.243	19	949	163	000	005	-076		-277	-335	. 414	
17	.602		.463	.411	.367	.302	-239	.147	-075	-006	50	i	<u></u> -								1-
18	-076	-010	037	087	119	176	240	300	360	407	51			{ }	H +						J-
19										7.5	32 33 34	900	171	135	095	051	007	-066	-139	.216	
BO	197			223	243			390	35		32	160	150	196	093	061	006	-055	-114	-118	
21. 22	049	067	126	143	163	209	246	286 130	-:331	387	22	197	180	160	134	10+	066	017	-032	.067	
	.029	.006	.001	025	040	077	111	120	171	806	22 26	193	100	163	139	114	004	037	-007	-052	L
2	.054	.001	005	025	043	075	109	-141	- 169	- 203	77	154	161	152	140	- 126	1m	068	020	.017	ľ
25	.029	b	033			-301	136	171	201	229) j š	- 193	193	- 161	163	139	111	067	033	014	
6											39	.192	-097	010	071	139	241	363	128	495	
27											20	.040	015	104	183	- 243	333	- 410	477		
28	262	280	296	309	317	340	359	379	394	419	61	.023	030	066	139	195	266	371	436	:33	l-
29	305	261	240	201	141	034	.134	.181	-375	.490	60	.019	028	OT5	123	176		378	449	506	
30	306	393		355	319	257	151	045	.107	16)	63	.001	036	076	106	119	165	286	380	443	1-
31	736	1-199	094	070	053	030	.019	.058	137	.144		-030	067	097	119	136	~.174	216	307	362	
32		069		029	001	.096	.065	.111	.189	.215	2	094	336	340	170	119	212	246	310	360	
33	109	009	002	041	012	.024	.078	-130	.209	.272	- 00	307	135	158	178	193	218	251	298	340	Ŀ

Orifice					Angle	of at				
E ₀	-30	-10	0	10	20	fo	B	80	100	120
67					1					
68	-0.098	0.129	-0.171	0.163	0.178	0.207	-0.236	-0.886	0.346	-0.115
69	-072	-096	111	-,131	-146	-178	199	-,934	-,977	-,298
TO	-									
'n										
72	289	-,250	198	-,150	-,101	~.023	.068	,156	.233	.310
73	- 273	-917	- 160		068	.001	.075	156	.219	.206
73										
73	- 901	-193	170	_138	_118	067	-011	.022	.303	.166
75	930	-,193	-174	156	- 137	100	047	.019	.066	,190
77	-206	- 203	189	172	- 156	129	076	-013	.025	.068
뀨	-175	-174	137	197	- 100	- 063	012	.035	.063	-100
Ť9	- 807	-190	176	- 16k	140	100	- 055	009	.007	.070
19	- 210	- 196	-149	167	- 148	-115	-017	039	005	.038
80.	.930	136	.030	-063	- 143	- 872	376	- 77	-,526	576
82	.011	-011	- 100	189	- 275	- 141	- 404	- 161	- 341	- 500
83	-008	-07	-117	190	-369	360	-439	70	550	705
3 .	.005	-,033	081	-111	190	301	391	- 438	203	550
85	-011	037	-,018	-11	145	237	331	-406	-472	513
85 86	066	-,109	136	-,155	-,177	- 209	- 560	-395	-300	- 420
87	-,178	197	_991	-0.0	- 257	_ 201	112	- 343	- 186	-366
8T	- 177	199	907	- 213	- 200	-84	-373	-290	128	398
89	-111	-,170	079	- 200	_ 20	-011	-243	13k	- 961	-359
90	$-\mathbf{m}$	- 199	096	.013	.087	.186	.997	.367	.407	179
91. 98	- 161	296	- 910	-118	090	009	.090	.179	.249	.330
98	- 388	-,351	258	- 198	_ 197	033	039	344	919	.330
93	-,297	858	202	139	091	023	.060	243	.904	.275
93 94	- 234	917	- 186	147	_110	076	004	035	063	.139
95	- 255	-01	_ 999	- 203	- 184	158	-114	-,033	019	.030
95 96	- 26	- 944	- 225	907	- 166	- 160	111	-055	.003	.037
97	296	919	- 00	- 195	-,163	156	- 110	- 063	027	.020
97 8A	-,020			100	186	- 169	118	-077	- 033	.008



TABLE IV.- CONTINUED (c) Basic model, M = 1.7

Orfice		_		Angle	of a	ttack					Orfice					of a	ttack				
No	-30	-1°	00	10	20	40	6°	80	100	120	Yo	-30	-10	90	10	20	40	6°	80	10	12
0	1.561	1.587	1.598	1.571	1.595	1.601	1.588	1.575	1-557	1.543	35	-0.063		-0,034	-0012	0.006	0.046	0.097	0.136	0.176	0.224
1											36	081				015		-075	.112	.152	.20
2	-507	-457	.439	.405	.376	-334	-291	-246	.207	.167	37	136		115		072		006	.029	.071	.111
3	.19 .189	-379	.356 .417	.324 .380	-302	.264	.224	.188 .243	.203	-115	38	198		191	177	-165			095	067	035
- 2	.631	.¥36	.561	.522	.356 .500	.322	.277	365	.322	.167 .261	39	.010	017	032		100		091 181	147 218	202	
6	.190	156	144	118	.097	.079	.010		018	01	l ži	011	- 064			146		224			297
7	124	150	162	175	189	197	219	230	-,245	249	42	.023	036			142		227			
8	080	065	099	113	131	103	051	025	003	.008	43	.012	.009		053	143		198			
9	.053	.026	.039	.044	.046	019	.051	.053	.035	.023	44	026			080	- 090		137	164		
10	.055	-030	.037	.033	.024	.016	010		058	087	45	026	062	068	090	108		147	170	186	
11											46	026	051	064	079	068	113	134	152	173	219
12	.207	-380	.263	-269	.307	.361	.414	.520	.522	.576	47										
13	EID.	.028	-047	.068	.076	.116	.158	.196	.240	.283	48	018					114		156		
14	005	.007	.020	.038	.050	.079	.118	.149	.187	.226	49	060	034	*00#	.059	.098	-195	.295	.366	.441	-51.3
15	.195	-179	-176	.166	.161	.165	-169	.168	.175	.188	20										
17	019 725	016 .661	005	.020	.029	.063	112	.148	.194	.240 .222	51 52	150	114	074	036	018	.035	.103	.157	.219	.26
18	198	144	.120	.101	.066	.046	01	075	103	149	53	063	083			019	-035	.097	137	.185	24
19		. 277					0-1				54	127		095		058	013	043	.082	.129	.179
20	073	113	126	148	172	196	219	241	266	268	55	123		096		059	021	.024	.065	.109	.15
51	036	OTI			131	158	190			273	56										
22	.069	.037	.030	.016	-004	019	015	072	102	148	57	~-049		071		056		.006	.041	.080	
23	.053	.021			027	039			109	131	58	123	121	109	065	073	044	.003	010	.075	.12
24	-054	.024	.008		022	034			104	124	59	.221	-157	-126	.085	-045		091	161	221	26
25 26	-045	-008	.001	01.5	029	043	069	092	115	140	61	011	057	018	057	088	130	184	- 230	276	312 321
27											62	.005	058	096		152	196	235	269	- 294	122
26	123	146	151	161	176	185	203	217	234	254	63	.020		073	116	145	188	239	276	- 296	- 3A)
89	037	.002	.048	124	.160	250	.318	379	.550	.647	64	.019	020		09h	134	178	22			326
30	128			097	076	067	.055	.111	234	-32	65	035	071	075	095	120	177	225			31
31	171		129	085	060	013	-042	.085	.122	.166	66	052	086	094	112	118	168	217	244	276	300
32	016			005	-004	.033	.075	.109	-150	-196	67										
33	048		019	.009	-025	.061	.112	.154	.197	.248	68	057			319						
34		OLI		008	.005	-054	.099	.140	.180	.243	69	024	054	080	097	113	135	150	176	205	232
344	071	054	045	005	*00T	.048	-097	.141	-181	-235	70										

Orfice					of at	teck				
Bo	-3°	-10	00	10	20	k ^o	60	80	100	120
71										
72	~0-187			-0.071			0.100			
73	174	241	108	051	.020	.045	.111	.171	.236	.304
74										
75	157			073		016		.091	Lak	.199
76		124		085						.166
77	141					062			.087	.140
78	109	107	102	077	056	017	.036			
79		140						.018		
80	149			111						.009
81	.278			.119		021			21	308
82	.074		013	047	082	135	196	241	285	330
83	-oro			098	132	175	I43	274		351
84	0	055	.092	111	150	193	150	260		
85	.017	052	092	118	148	167	142		210	325
86	.005		083	133	174	220	162	201	310	347
87	065		115	139	184	23I	172		340	36
88.	089		123	135	173	227			334	356
89	094			129		209	103	289	250	301
90	042			.137						-532
91	136	111		014						
92	184		123	070						
93	185								-235	
94	141			081						
95	187		151	112	096	068				
96	193			118						
97	185			130				-004	.036	
98	174	163	156	132	120	094	[0*1	019	-Oith	-067



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TABLE IV.- CONTINUED
(d) Model with rocket packets, M = 1.2

		Angle	of at	tack				Angle	of att	ack				Angle	of at	tack	
Orifice No.	~3°	00	jto	80	120	Orifice No.	-30	00	10	80	12 ⁰	Orifice No.	-3°	00	μо	80	120
0	1.360	1.375	1.384	1.371	1.384	34						67					
1						34A	014	-082	.176	.299	.363	68	083	166	246	365	50
2	.485	•395	.287	-193	.107	35	103	048			.194	69	055			316	
3	-401	.3I.0	-218	.132	.057	36	230		042	•033	.168	70					
4	. 608	.569	•436	.307	.212	37	248	175	095	019	.032	71					
5	-552	•477	•398	.320	•253	38	356	333	276	220	198	72	368	255	046	.170	.24
6	034	094	154	204	250	39	.159	123	497	704	745			221	128	.050	-33
7	379	426	441	.408	418	40	.01.2	189	506	690	729	74					
8	.106	.091	.081	.051,	•055	41	•033	122	430	644	702	75	210	121	008	.091	.14
9						42	.030	094	212	560	673	76	201	133	037	.042	.10
10	•049	013	080	126	174	43	016	112	222	382	646	77	163		073	.004	.06
11)†)†	064	155	255	310	333	78	173		034	.043	.08
12	.114	•193	•309	.424	•530	45	085	151	227	289	305	79	- 185		079	012	.06
13	060	036	.060	.157	.245	46	059	134	213	267	306	80	134		113	044	
14	073	030	.047	-134	.201	47						81.	.162			726	
15	.226	•234	.256	•263	.271	48	018	138	194	254	287	82	.003				
16	.003	•059	.174	.271	•308	49	117	.065	.268	.384	-517	83	038		557	692	
17	•505	•328	.153	031	162	50						84	025		458	619	
18	.013	153	345	474	575	51						85	040		304	527	64
19						52	307	209	~.058	.164	.299	86	110	210	296	- 445	57
20	141	250	381	496	593	53	367	243	020	.116	.167	87	207	301	373	- 445	
21	-034	060		227	397	54	177	108	0	.085	.158	88	167		297	337	51
22	.082	•007	080	167	247	55	173	126	049	.015	.071	89	109		244	276	.49
23	.058	016			256	56						90	- 297	060	.212	387	.47
24	-044	034	108	183	250	57	157	103		.033	.050	91	363	166	.011	.186	-35
25	.051	~.035	125	203	265	58	185	157	083	005	.052	92	365	247	049	,203	.31
26						59	.129		610	753	753	93	351	213	.007	.206	.27
27						60	.002	246	577	715	752	94	251	110	.056	.135	.16
28	305	337	336	220	239	61	019	210	558	701	729	95	251	201	123	041	.01
29	400	285	045	•183	•408	62	027	143		653	708	96	252	188	131	051	.00
30	394	270	063	.133	.217	63	030	139	272	581	668	97	202		129	050	.02
31	155	087	012	.096	.244	64	061	157	271	518	642	98	147	166	146	067	.00
32	.224	.244	290	.326	-357	65	105		313	475	635		·			'	
33	343	285	134	.039	.087	66	131	197	301	417	560						

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TABLE IV. - CONTINUED

(e) Model with rocket packets, M = 1.3

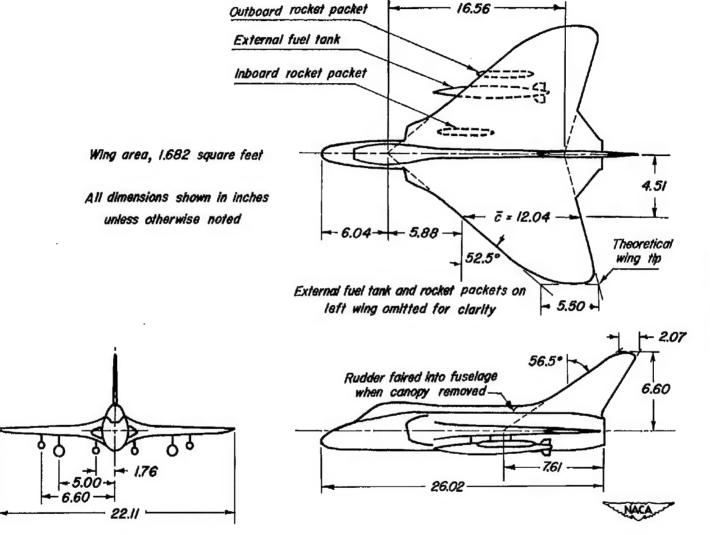
Orifice		VIIRTO	of at	tack				Angle	of at	tack				Angle	of at	ttack	
No.	-3°	00	110	80	120	Orifice No.	-3°	00	μо	80	1.2°	Orifice No.	-3°	00	40	80	12 ⁰
0	1.417	1.442	1.440	1.428	1.407	34						67					
í						31tA	.047	.012	.124	.245	-395	68	099	139	210	262	414
2	.508	·431	.321	.228	.151	35	093	046	.041	.134	.236	69	060	-,115	175	226	315
3	.419	.346	.247	.163	.083	36	209	162	~.075	.026	135	70					
4	.640	.522	-377	.278	.205	37	258	220	128	030	.047	71			-		
5	.585	.518	.417	337	.266	38	320	309	269	222	156	72	310	226	092	.146	.268
5	.040	012	053	128	176	39	.128	023	255	434	551	73	325	233	084	.003	.209
7	293	334	378	396	371	40	.043	105	303	453	550	74	-	****		**	~~~~
8	020	-057	.065	.08I	.055	41.	011	061	267	ग्रेमेग्	544	75	226	~.141	~•040	.082	.178
9		****	this desirement			42	008	054	154	- 355	507	76	210	155	065	.038	.125
10	.054	,009	050	101	155	43	.003	~.065	155	296	431	77	209	171	084	.015	.089
11						44	068	127	-,204	273	381	78	176	124	043	.051	.123
12	.143	.226	-325	.445	.561	45	- 084	126	200	- 265	277	79	195	156	075	003	.054
13	-,055	004	.066	.158	.265	46	050	107	182	235	256	80	194	162	092		.024
14	055	011	.052	.132	.225	47	****					81.	.180	034	- 285	-:453	- 565
15	.220	-231	.232	.252	.267	48	062	106	172	238	- 268	82	024	136	348		567
1.6	046	009	.085	.231	-348	49	226	.023	.209	.358	.446	83	016	- 141	358		 578
17	.580	450	.288	-125	027	50					ter/ 849 449 864	84	*001	098	- 37.5		562
18	.060	054	-,192	315	419	51						85	012	086	246		~.524
19			***	-		52	274	-,172	-,025	.085	.292	86	085	138	208		464
20	139	218	312	409	- 487	53	324	~.299	170	.053	.183	87	174	~.228	282		464
21.	027	089	196	291	397	54	175	-,115	036	.072	.170	88	173	209	229		415
22	.071	.018	065	137	202	55	177	136	064	.021	.095	89	140	191	223	238	390
23	.054	.005	082	150	209	56						90	227	045	.174	-357	.465
24	.04I	005			207	57	126	131	~.087	015	.061	91	311	192	013	.154	-300
25	.026	020	096	163	219	58	173	- 159	- 095	017	.062	92	321	218	062	.067	-325
26						59	.169	050		483	590	93	307	236	087	.138	-304
27						60	.025	151	369	21	- 592	94	267	229	086	.073	.193
26	260	296	337	408		61.	.006	114	316	468	561	95	284	212	136		.032
29	313	227	019	.214	£44.	62	.008	093	314	462	559	96	266	208	135	042	.032
30	345	353	239	036	.190	63	008	093	180	418	528	97	235	190	131	045	.031
31	235	089	030	.062	.171	64	042	102	178	348	467	98	21.6	189	134	062	•006
32	.230	.283	.327	.361	•397	65	095	142	218	322	457						
33	348	303	207	052	.134	66	114	158	226	301	418						

TABLE IV.- CONCLUDED

(f) Model with rocket packets, M = 1.7

		Angle	of att	tack				Angle	of at	ack				Angle	of at	took	
Orifice No.	-3°	00	ħО	80	12 ⁰	Orifice	-3°	00	40	80	12 ⁰	Orifice	_30		_	_	100
No. 0123456789011214561789212224522222222222222222222222222222222	1.573 1.573 1.573 1.506 1.489 1.93 1	1.584 .433 .351 .413 .556 .141 152 105 .047 .026 .636 .128 146 025 .035 .005 .008 148 .060 097 113	1.566 .338 .263 .314 .574 186 087 .017 .360 .170 .044 .488 .046 149 016	1.578 .255 .190 .247 .023 .030 .030 .023 .030 .173 .115 .391 .046 .299 .299 .209 .209 .209 .209 .209 .209		10. 334455678994444445458555555555668666666666666666	141 026 .046 039 171 183 .176 .036 014 026 026 026 026 026 026 026 026 026 026 027 026 027 026 0	150 018 029 016 032 059 073 069 069 063 065 063 064 063 064	115 125	045 166 163	.056 .249 .271 .260 .038 .233 .262 .233 .262 .234 .246 .261 .290 .269 .269 .269 .275 .275 .293 .293 .293 .293 .293 .293 .293 .293	656668901277777778788888888889999999999999999999	.159 166 100 155 165	084 151 084 117 084 123 023 076 084 083 083 082 124 083 083 124	175186121059003051051066078164181164181198198109108	221 219 163 .115 .094 .072 .054 .033 033	276





16.56

Figure 1.- Three-view drawing of the model showing the external fuel tanks and rocket packets.

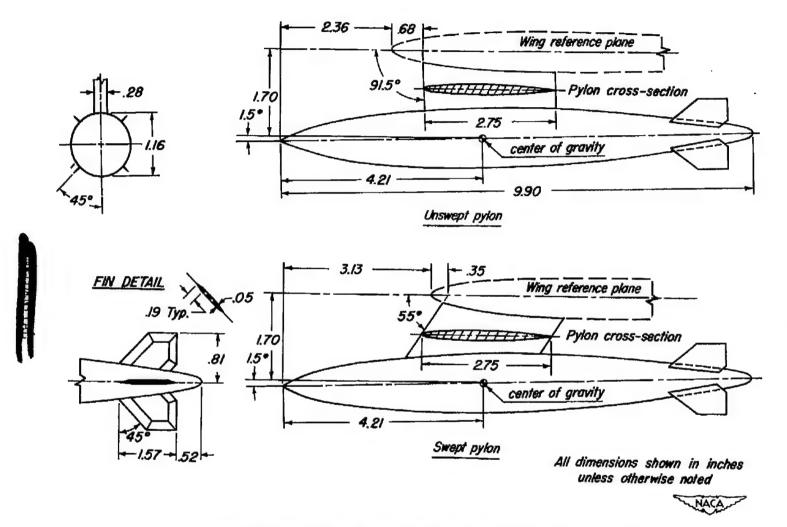
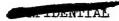
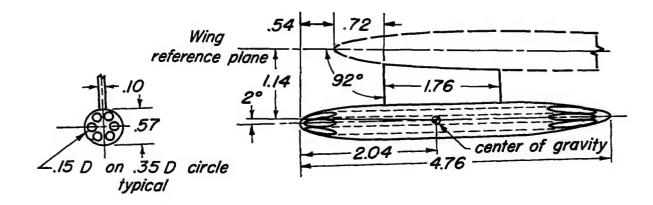


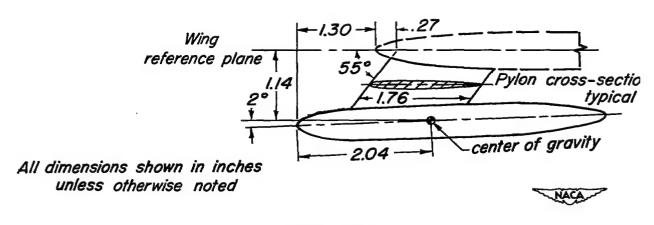
Figure 2.- Details of the external fuel tanks with unswept and swept pylons.





Note: rocket packet shown with open tubes

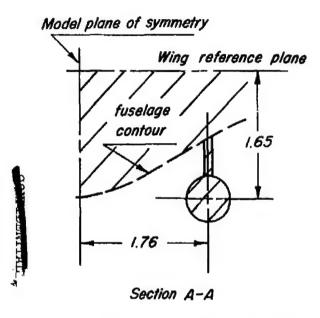
Unswept pylon



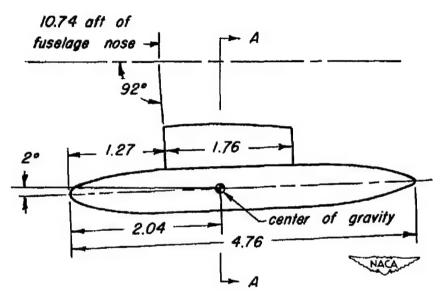
Swept pylon

(a) Outboard location.

Figure 3.- Details of the rocket packets with unswept and swept pylons.

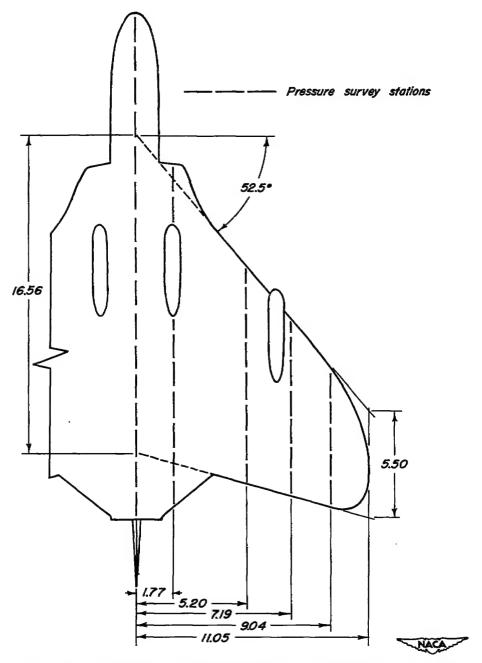


All dimensions shown in Inches unless otherwise noted



(b) Inboard location.

Figure 3. - Concluded.



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Figure 4. – Dimension sketch of the lower surface of the model with rocket packets installed, showing the pressure survey station.

CONTRACTOR OF

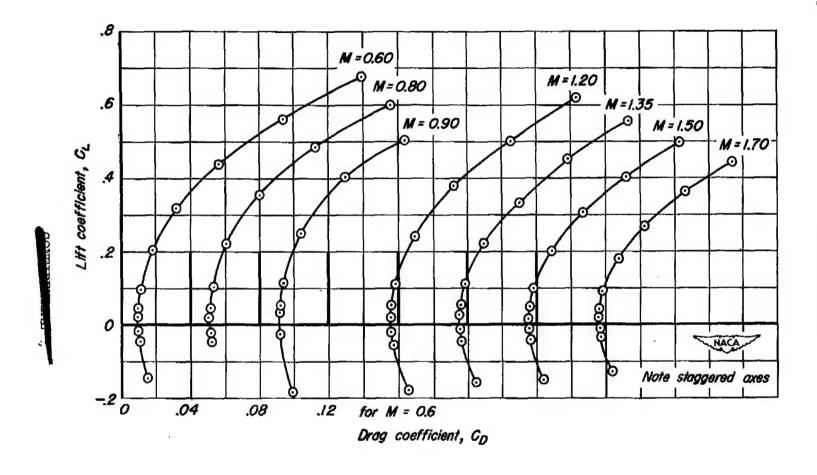


Figure 5.- Variation of drag coefficient with lift coefficient for the basic model.

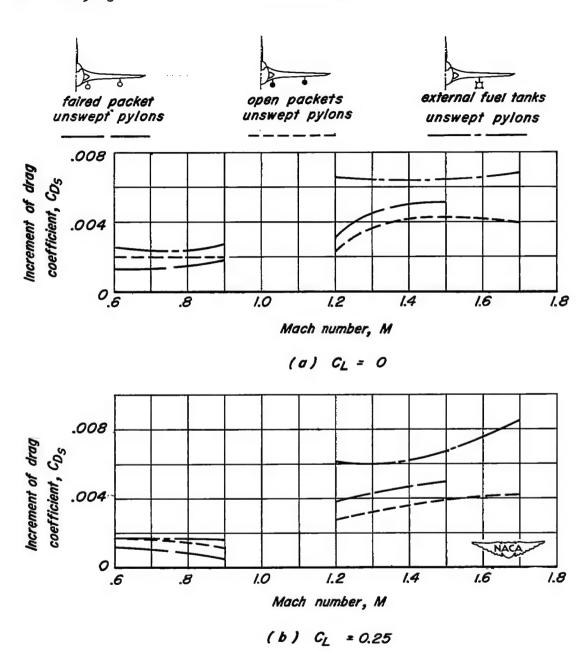
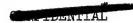


Figure 6.-Variation of increment of drag coefficient with Mach number at O and O.25 lift coefficient for the various external store configurations mounted on the model.



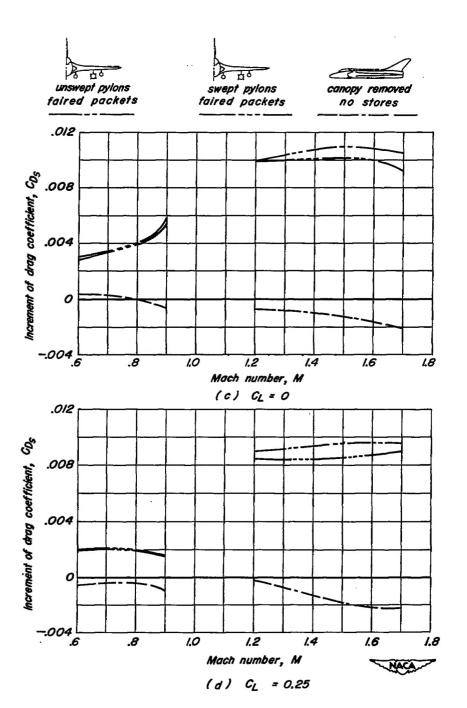


Figure 6 .- Concluded.



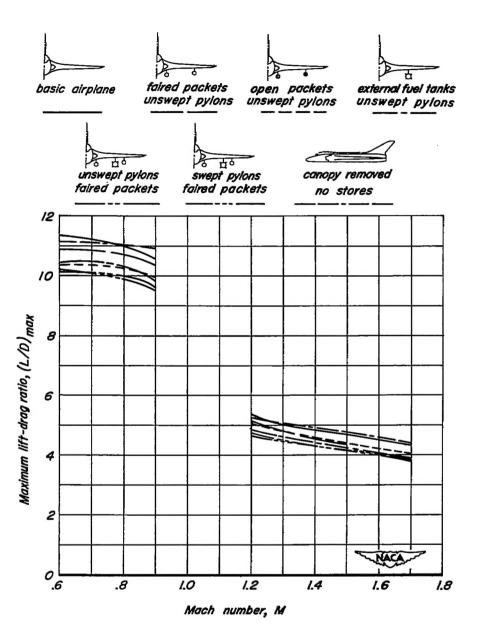


Figure 7.- Variation of the maximum lift-drag ratio with Mach number for the various external store configurations mounted on the model.



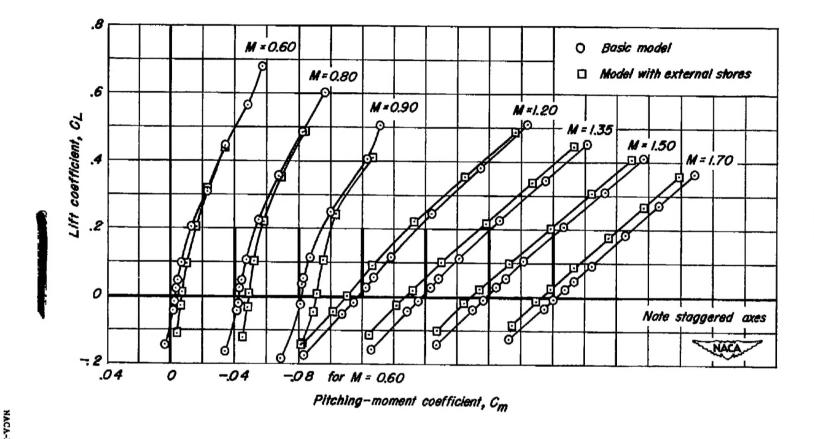


Figure 8.—Variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four faired rocket packets mounted on unswept pylons.

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